

IN THE RAILROAD WORLD

SANTA FE REWARDS
VETERAN LA JUNTA
THROTTLE JERKER

ARCHIE STEWART RECEIVES 30
DAYS' LAY-OFF WITH A FULL
MONTH'S PAY

NEW ORDER OF THINGS

This Railroad Has Decided to Recognize the Best Locomotive Performance in the Passenger and Freight Service—Ran Engine 139,477 Miles Without an Overhauling.

Engineer Archie Stewart, who has been running a passenger train between La Junta and Denver for so long a time that the minds of most men knoweth not to the contrary, has just received a letter from C. W. Kouns, general manager of the western grand division of the Santa Fe, notifying him that he has just been granted a thirty days' leave of absence with pay at the average monthly rate received by him during the previous twelve months.

The Santa Fe management has recently decided to recognize the best engine performance in passenger and freight service by giving each passenger and freight engineer a leave of absence for one month with pay at the average monthly rate received by him during the twelve months previous, and also furnish transportation for himself and family from their home station to any point reached by the Santa Fe. This method of appreciation of good service has been adopted by the company with a hope of promoting good feeling and a spirit of friendly rivalry which will be beneficial both to the company and its employees.

Every class of engine on the Santa Fe is graded by a mileage standard—the number of miles it is expected to travel without going to the shops for a general overhauling. Mr. Stewart's engine is No. 1427, and during a period of twenty-eight months it made 139,477 miles, being shopped on August 19, 1909, for a general overhauling. All that was expected of it, according to the standard adopted, was 75,000 miles, but Mr. Stewart's record was nearly double that number of miles. Mr. Stewart's average pay for the twelve months previous to the time his engine was shopped was \$230.45, and he will receive a check for this amount, a thirty days' leave of absence, and a pass for himself and family to any point he desires to go on the Santa Fe, in recognition of the good record made by him.

Mr. Stewart's engine was turned out of the local shops Thursday, and he spent the day breaking her in by making numerous trips to Rocky Ford on Watermelon Day. Mr. Stewart has been in the services of the Santa Fe

since September 15, 1878—thirty-one years this month. Only two engineers on the western division exceed him in length of service—Engineer "Bill" Parr and Engineer "Bill" McMurray, and Mr. Stewart fired for both of them when he first went on the road. —La Junta Tribune.

RAILROAD NOTES—

Fireman R. L. Beck is laying off, sick.

Engineer Fred Kammer has reported for duty.

Brakeman J. C. Saunders is off duty on account of illness.

Engineer Geo. Selover has reported for duty, after having been off a trip.

Brakeman Sam North and wife are at home from a visit to Salt Lake City.

Engineer D. A. Suller, who had been laying off a few trips, has reported for duty.

Firemen E. T. Fortune and E. T. Hobson have gone back to work after short lay-offs.

A seal was discovered broken on a car of merchandise in the local railroad yard Saturday night.

The name of only one brakeman appeared on the extra board at the local yard office last evening.

Engineer J. J. Young, who had been out of the cab for a trip or two, is again doing duty at the window.

Engineer Gus Peterson has reported for duty on the 927, placing Engineer T. F. Potter on the extra board.

Fireman Geo. McCray has been assigned to engine 1602, in place of R. R. Green, who will go on the extra board.

Firemen F. B. Connell and H. Thomsen have been enjoying a brief respite from arduous toil at the firebox.

Arthur Meldoon has gone to work on the rip track as car carpenter and will also act as engineer on the wrecker.

Engineer J. E. Blevins has reported for duty and has been assigned to engine 1608, bumping Engineer Arthur Langston.

Conductor Charles H. Stevens is at home off the road, his passenger run being taken out by Conductor M. C. Deubler.

Conductors A. H. West, L. D. Leeper and W. E. Eastman are all laying off, being indisposed in either body or mind or both.

Engineer Byron Archibald and Fireman J. R. McCabe have missed a trip while their engine was taken up the road to Raton.

Engineers James Rush and Clarence C. Roberts are again at the throttle, after having been at home a few more hours than usual.

Engine 814 was taken down to Albuquerque last night for service on the Rio Grande division. It pulled the meat train No. 39.

Engineer J. S. Nelson, jr., who underwent an operation for appendicitis at the local railroad hospital, is said to be getting along nicely.

Engine 1648 has been put back into service, after undergoing a thor-

ough overhauling in the local shops. It will be in the hands of Engineer J. B. Reed and Fireman H. E. Anderson.

Brakeman J. V. Bryant was taken suddenly ill at Glorieta and Archie Bell, a swing man on the mountain run, was substituted in his place.

Charles Behring, a bridge and building foreman for the Santa Fe, who had been visiting his family here, has returned to his duties in the Ancient city.

Ted Anderson who had been visiting friends in this city for the past week, returned to Clovis, Sunday, to assume his duties as bonus clerk in the Santa Fe shops at that place.

Johanne Wise, late chief clerk to Mechanical Superintendent Drury, at La Junta, has gone to Kansas City, Mo., where he has accepted a position with the Sheffield Car Works. His admiring co-laborers presented him with a diamond stud on the eve of his departure from La Junta.

John Dougherty, who resigned as master of the union depot in Atchison, Kansas, has the unusual record of having worked thirty-eight years without having taken as much as a vacation of one day. Ill health prompted him to resign. He is probably the oldest depot master in the state in point of service.

Eugene McElroy, chief clerk to Division Superintendent J. C. Shafer, at Wellington, Kansas, arrived here last evening on a visit to his mother, accompanied by his little daughter, Evangeline, leaving for home this afternoon. He will be joined in Raton by Mrs. McElroy, who has been paying a short visit to her parents in that city. Mr. McElroy is coming to the front nicely in Santa Fe railroad circles, and his Las Vegas friends are proud of his achievements.

It has been learned that Capt. John W. Green, who resigned several months ago as superintendent of the New Mexico penitentiary at Santa Fe, has been appointed to take charge of a division of the Santa Fe secret service on the Coast lines under Cade Selvy, chief of the Coast lines service. Since his retirement from the prison management Captain Green has been engaged in the real estate business in Los Angeles. Before his appointment to the penitentiary he was a captain in the Philippine constabulary.

A big sensation has just been unearthened in Colorado & Southern circles in Pueblo. It has just been discovered that the road has been robbed of \$44,000 during the past two years by raising pay checks. The work was done by a time clerk who died a few months ago. He raised the figures on the pay roll and divided the spoils with a number of engineers, firemen and conductors, many of whom are well known in Trinidad. It is reported that twenty-seven employees have been implicated in the hold-up, and arrests are believed certain as a result of the discovery.

The rumor is current that an official of high standing and also a heavy stockholder in the New Mexico Central Railroad company has given out the information that the property of the company will be thrown into the hands of a receiver at an early date, the line being hopelessly involved and increasing its liabilities every month. The move if actually contemplated and carried out would not be a very great surprise to anyone who is acquainted with the affairs of the company for it has been patent for some time that its business was in a bad way.—Stanley, (N. Mex.) In dex.

Engine 1427, which has just come out of the Santa Fe shops in La Junta, is the first one to be equipped with an electrically illuminated number. The device is located on top and near the middle of the boiler, with the number of the engine on an angle in front and also on the side. This enables an engineer on an approaching train to see the number of the engine he is meeting from two points of vantage—from the angle in front and from the side. When trains have met orders, ability to clearly distinguish engine numbers at night is of vital importance. The numbers are in black, showing through an illuminated white glass at night, and are not visible in the day time.

The full return of prosperity to the railroads of the United States is shown in reports just published of the gross earnings of twenty-five roads for the first half of August. For the first time since the panic of 1907 the aggregate weekly gross earnings exceeded the high records reached in August, 1907. For the second week in August the twenty-five roads reported gross earnings of \$9,454,724, an increase of more than 6 per cent over the same period of August, 1907, when gross earnings reached the record point of \$8,856,314 for the second week of August. The earnings for the last week of August have not been computed, but on the basis of the increase for the second week rail-

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road men believe that that high record of August, 1907, of \$13,853,987, will be eclipsed, and a new record will be set. The total for August, 1907, was \$40,601,877. The first two weeks of August, 1909, totaled \$18,102,707, as against \$17,659,776 for the first two weeks of August, 1907. On this basis a new record of railroad prosperity for August is expected to be established.

Ed E. Staggs, of Hachita, N. M., has just had patented an automatic switch stand, which he has invented and which will be of interest to railroad men in general. The object of Staggs' invention is to provide a switch in which the target will always indicate the true condition of the switch. This obviates a grave danger which arises from the use of switch stands of the ordinary kind

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since with this invention there must be a positive movement by some one who wishes the switch to be changed before the target will indicate such change. The change made, the target will be shifted to indicate the change and will be positively locked in its shifted position.

AUGUST A MONTH OF
CLIMATIC SURPRISES

August was a month of climatic surprises, more or less, as is evidenced by the tabulated report of weather conditions during the month just past, as compiled by Dr. William Curtiss Bailey, the local forecaster.

The mean relative humidity for the month of August was 59 per cent. This was 14 per cent higher than the average for the year. The highest temperature reached for the month in the shade was 92 degrees. This occurred twice, the 22nd and the 23rd respectively.

The lowest temperature reached during the month was 50 degrees. This occurred on the 5th, the 20th and the 29th.

The average temperature for the month was 66 degrees.

The greatest daily range was 38 degrees.

There were 10 clear days; 19 partly cloudy and two cloudy.

There were 14 days in which some precipitation fell.

There were thunder storms on 12 days.

Total amount of precipitation was 5.99 inches. This was 3.1 inches above the average for this month.

This makes the total precipitation for the year thus far 10.69 inches, divided as follows: January, 17; February, 49; March, 1; April, 50; May, 51; June, 50; July, 1.53; August, 5.99 inches.

The average for the year from January 1st, to September 1st, is 14.11 inches.

There is, therefore, a loss in precipitation for the year from January to September of 3.42 inches.

Since September 1st Las Vegas has had the following precipitation: On the 2nd, .02 inches; on the 4th, .19 inches; on the 5th, 2.17 inches; on the 6th, 1.23 inches.

This makes a total for the first six days of September of 3.62 inches.

The average precipitation for the month of September is 2.50 inches.

Las Vegas therefore has had already

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an excess for September of 1.02 inches for the year.

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